

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Mississippi River and Bonne Terre Railway Depot

and/or common Bonne Terre Depot

2. Location

street & number Oak Street _____ not for publication

city, town Bonne Terre _____ vicinity of

state Missouri code 29 county St. Francois 187 code

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Rodica, Inc.

P.O. Box 128
street & number 215 East Main

city, town Flat River _____ vicinity of state Missouri 63601

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder of Deeds

street & number St. Francois County Courthouse

city, town Farmington _____ state Missouri

6. Representation in Existing Surveys

title Missouri State Historical Survey is this property been determined eligible? yes no

date 1983 _____ federal state _____ county _____ local

depository for survey records Department of Natural Resources

city, town Jefferson City _____ state Missouri 65102

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Bonne Terre Depot, surrounded by the vestiges of its large trainyard, faces northwest from its site on the outskirts of the town of Bonne Terre. It is a building of solid proportions, though delicacy of detail, and is dominated by a round, conical-roofed tower set at its northern corner. The two and one-half story frame building rests on an ashlar foundation and is surmounted by a broad, hipped roof, pierced by dormers on all facades. Countering the verticality of the tower is an encircling veranda with bell-cast profile.

The building's design has its origins in the Queen Anne architectural style, elements of which are seen in its asymmetrical composition, and its variety of forms, wall textures and colors. However, influence of the later Stick Style appears in the horizontal siding, corner posts and braces which define the veranda. The combination of these diverse styles is augmented with vernacular elements, such as the two-over-two doublehung fenestration pattern.

Exterior Details:

The building appears essentially as it was constructed in 1909, with the exception of minor modernizations in the interior. It is composed of a two and one-half story main block, with a large single story baggage and cargo area to the southeast. The Depot's facades are distinguished by board expanses of roof planes; dormers of the main block are hip-roofed and lighted by one-light, fixed sash triple windows. Eyebrow dormers mark the baggage area. The roof is sheathed in grey slate. Openings are regularly spaced and consist of the following: five-panel doors, topped with transoms, single leaf in the main block, double leaf in the cargo area. The primary fenestration type is the two-over-two, doublehung sash; again the cargo area is distinguished by small, three-light fixed sash windows at the level of the veranda braces. The first story is marked by horizontal siding; the second story with imbricated shingles. The Depot creates a visual display with its architectural details, brackets, door panels, window surrounds, highlighted with varying shades of brown and gold.

Interior Details:

With the exception of the addition of a small bathroom and electricity at an unknown date, the interior of the Depot is unchanged. Entrance to the first floor is made through a small lobby into two separate waiting rooms, a ticket area, and three baggage/cargo compartments. Access to the second floor is attained directly from the exterior; here were housed the offices of the railroad line and the local telegraph office. The third floor is reached by separate stair from the second floor level, and is unfinished. The partial basement under the main block is also unfinished, and contains a coal chute and furnace. Interior wall surfaces throughout are finished in tongue and groove panelling and encircled by a chair rail. Retained are the original ticket counters and two-story vault.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1909 Builder/Architect Unknown

Statement of Significance (in one paragraph)

The significance of the Bonne Terre Depot, to the city of Bonne Terre and to St. Francois County, resides in its association with both the lead mining and transportation industries of the area. It is illustrative of the themes of architecture and transportation, and complies with Criteria A and C of the standards for the evaluation of historic properties by the National Register of Historic Places.

Architecture:

The Depot is significant both for its individual design and for its architectural purity. A two and one-half story frame structure, it reflects a standard nineteenth century style of construction for small railroad stations throughout Missouri and the west. A vernacular building, it yet has close stylistic associations with Queen Anne and Stick Style architectural designs, and exhibits the local enthusiasm for these styles which endured in rural areas long after modern styles had overtaken metropolitan stations.

The Depot was built in 1909 by St. Joe Lead Company carpenters, after the original depot, of 1898 construction, had burned. It is interesting to note that the present structure, though larger, is similar to that first building, which also boasted corner towers and a baggage area to the rear.

Transportation - Historical Associations:

The incorporation of the St. Joe Lead Mining Company in 1864 resulted in the creation of one of the largest lead-mining areas in the world and, along the way, engendered Bonne Terre and many of the surrounding towns in St. Francois and Jefferson Counties. It is not surprising then that the railroad industry in Bonne Terre also owes its origins to the Company, and that for many years the railroad and the Depot were almost exclusively reserved for Company business. (For further information on the St. Joe Lead Company, see the Bonne Terre Lead Mine nomination to the National Register of Historic Places).

The St. Joe Lead Company's first venture into rail transportation was the construction in 1880 of a narrow-gauge line to Summit and Big River, where a pumping station had been established to supply the mines with water. Prior to this, the finished lead ingots, as well as supplies for the mill and the town had been hauled by mules overland, on roads that were often impassable. In addition, the daily accumulations of tailings from the ore processing necessitated frequent removal, which was accomplished with much difficulty by the use of oxen. With the new line, called the St. Joe and

9. Major Bibliographical References

1. Blackwell, Robert M. Bonne Terre: the First Hundred Years and More.
Bonne Terre, MO: Bonne Terre Historical Society, 1982.
2. Bunch, Bill. Personal Interview, December 15, 1983.

10. Geographical Data

Acreage of nominated property 0.53 acres

Quadrangle name BONNE TERRE, MO

Quadrangle scale 1:24,000

UTM References

A

115	7154710	41994210
Zone	Easting	Northing

B

Zone	Easting	Northing

C

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D

--	--	--

E

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F

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G

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H

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Verbal boundary description and justification A tract of land situated in U.S. Survey #467, and the Northeast $\frac{1}{4}$ Section 14, Township 37 North, Range 4 East of St. Francois County, Missouri in the Limits of Bonne Terre, more particularly described as follows: Commencing at the Southeast Corner of Block #26

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title 1. Janice R. Cameron, Researcher

organization Independent Brokers Assoc. Ltd. date January 18, 1984

street & number 4400 Arsenal telephone (314) 771-5434

city or town St. Louis state Missouri 63116

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Director, Department of Natural Resources and
title State Historic Preservation Officer

Fred A. Saffner
date 2/9/84

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

National Register of Historic Places
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Continuation sheet Mississippi River and Bonne Terre Railway Depot Item number 8

Page 2

distance north of the present station. It was a one-story frame structure, chiefly distinguished by octagonal towers flanking its primary facade. When it burned in 1909, it was immediately replaced by the present building,¹⁰ designed along similar lines, but with greatly enlarged size and importance.

In addition to handling all freight for the Company, the Depot was the shipping point for supplies and produce of the Bonne Terre Freight and Cattle Company, a subsidiary of the St. Joe Lead Company, which controlled all Company property in Bonne Terre, including the Company Store, farms, housing, cattle and merchandise.¹¹ At its height, the Depot saw 12 passenger trains a day. Special excursions for its employees were often arranged by the Company, including yearly visits to the Veiled Prophet Parade. For many years, meeting trains at the Depot was a highlight of Sunday afternoon for the townspeople.¹²

In 1929, the Missouri-Pacific acquired controlling interest in the Mississippi River and Bonne Terre Railway and incorporated it with the Missouri-Illinois line. Passenger service from Bonne Terre was discontinued in 1939.¹³ The last train was operated between Bonne Terre and Riverside in 1964, and the Missouri-Pacific abandoned the line in 1969¹⁴ at the time the St. Joe Lead Company suspended operations there. An agent of the railroad, however, remained at the Bonne Terre Depot until 1976, though his duties consisted only of delivery to local shippers.¹⁵

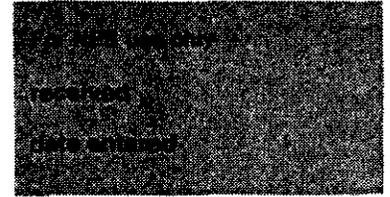
At present, the Depot stands vacant, but the owners intend to restore the exterior to its original condition, and convert the building into a restaurant, thereby returning it once again to its place as a central gathering point for the community of Bonne Terre.

FOOTNOTES:

- ¹ Report to Stockholders, St. Joe Lead Company, November 8, 1888. Copy in Thompson Papers, Bonne Terre Library, Bonne Terre, MO.
- ² Henry C. Thompson, Our Lead Belt Heritage, Bonne Terre, MO: 1955, p. 128.
- ³ Report to Stockholders, St. Joe Lead Company, May 19, 1989. Copy in Thompson Papers, Bonne Terre Library, Bonne Terre, MO.
- ⁴ Board Minutes, St. Joe Lead Company, 1893. Copy in Thompson papers.
- ⁵ J. Wyman Jones, A History of the St. Joe Lead Company, New York: May, 1892, p. 35.
- ⁶ Ibid., p. 36.
- ⁷ Henry C. Thompson, "History of the Missouri-Illinois Railroad," Lead Belt News, April 21, 1950.

United States Department of the Interior
National Park Service

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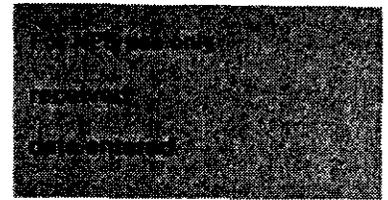


Continuation sheet Mississippi River and Item number 8 Page 3
Bonne Terre Railway Depot

- ⁸"M.R. and B.T. Railway Is Organized," Bonne Terre Register, Bicentennial Issue, 1953. Reprint of original article, ca. 1890.
- ⁹Bill Bunch, personal interview, December 15, 1983.
- ¹⁰Thompson, Our Lead Belt Heritage, p. 10.
- ¹¹Robert M. Blackwell, Bonne Terre: the First Hundred Years and More, Bonne Terre Historical Society, Bonne Terre, MO: 1982, p. 13.
- ¹²Blackwell, p. 14.
- ¹³Wayne Leedman, "Historic Lead Belt Railroad Abandoned," St. Louis Post-Dispatch, June 25, 1969.
- ¹⁴Thompson, History of the Missouri-Illinois.
- ¹⁵Bunch, personal interview.

United States Department of the Interior
National Park Service

National Register of Historic Places
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Mississippi River and

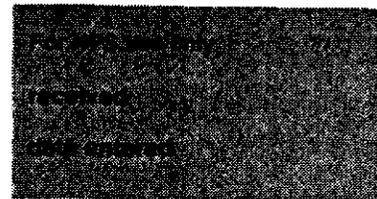
Continuation sheet Bonne Terre Railway Depot Item number 9

Page 1

3. "Bonne Terre" County Advertiser News. Farmington, MO, July 2, 1980.
4. Dearing, F.H. A Historical Sketch of Bonne Terre. Bonne Terre, MO: 1933.
5. Dunn, Frances E. Our Heritage. Bonne Terre, MO: St. Matthew Lutheran Church, 1983.
6. Goodspeed's History of Southeast Missouri. Independence, MO: BNL Library Service, 1979. Reprint of 1888 edition.
7. Jones, J. Wyman. A History of the St. Joe Lead Company. New York: May 1892.
8. Leeman, Wayne. "Historic Lead Belt Railroad Abandoned." St. Louis Post-Dispatch, June 25, 1969.
9. "M.R. and B.T. Railway is Organized." Bonne Terre Register, Bicentennial Issue, ca. 1964. Reprint of article ca. 1890.
10. Reports to the Stockholders of the St. Joe Lead Company, 1874, November 8, 1888, October 17, 1893. Copies in Thompson Papers, Bonne Terre Library, Bonne Terre, Missouri.
11. Southeast Missouri Regional Planning Commission. St. Joe State Park: the Economic, Social and Physical Impact of Missouri's Second Largest State Park. 1979.
12. Thompson, Henry C. Our Lead Belt Heritage. Bonne Terre, MO: 1955.
13. _____. "History of the Missouri-Illinois Railroad." Lead Belt News, April 21, 1950.
14. _____. Papers. Bonne Terre Library, Bonne Terre, Missouri.

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National Park Service**

**National Register of Historic Places
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Continuation sheet Mississippi River and
Bonne Terre Railway Depot Item number 10

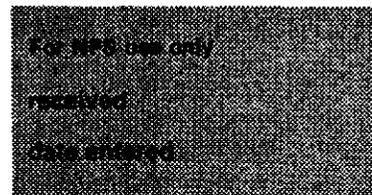
Page 1

Town of Bonne Terre, thence S 2 52' E 73.06 feet to the point of beginning of the tract S 43 42' W 297.00 feet along and 10' Parallel with the center line of existing rail road tracks (record bearing of said tract S 43 34' W) to a point, thence N 46 18' W 80.00 feet to a point, thence N 43 42' E 280.34 feet to a point; thence S 58 04' E 18.82 feet to the point of beginning.

Containing 0.53 acres more or less.

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National Park Service**

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Continuation sheet **Mississippi River and
Bonne Terre Railway Depot** Item number **11**

Page **1**

2. James M. Denny, Chief, Survey & Registration
and State Contact Person
Missouri Department of Natural Resources
Historic Preservation Program
P.O. Box 176
Jefferson City,

January 18, 1984
314/751-4096

Missouri 65102

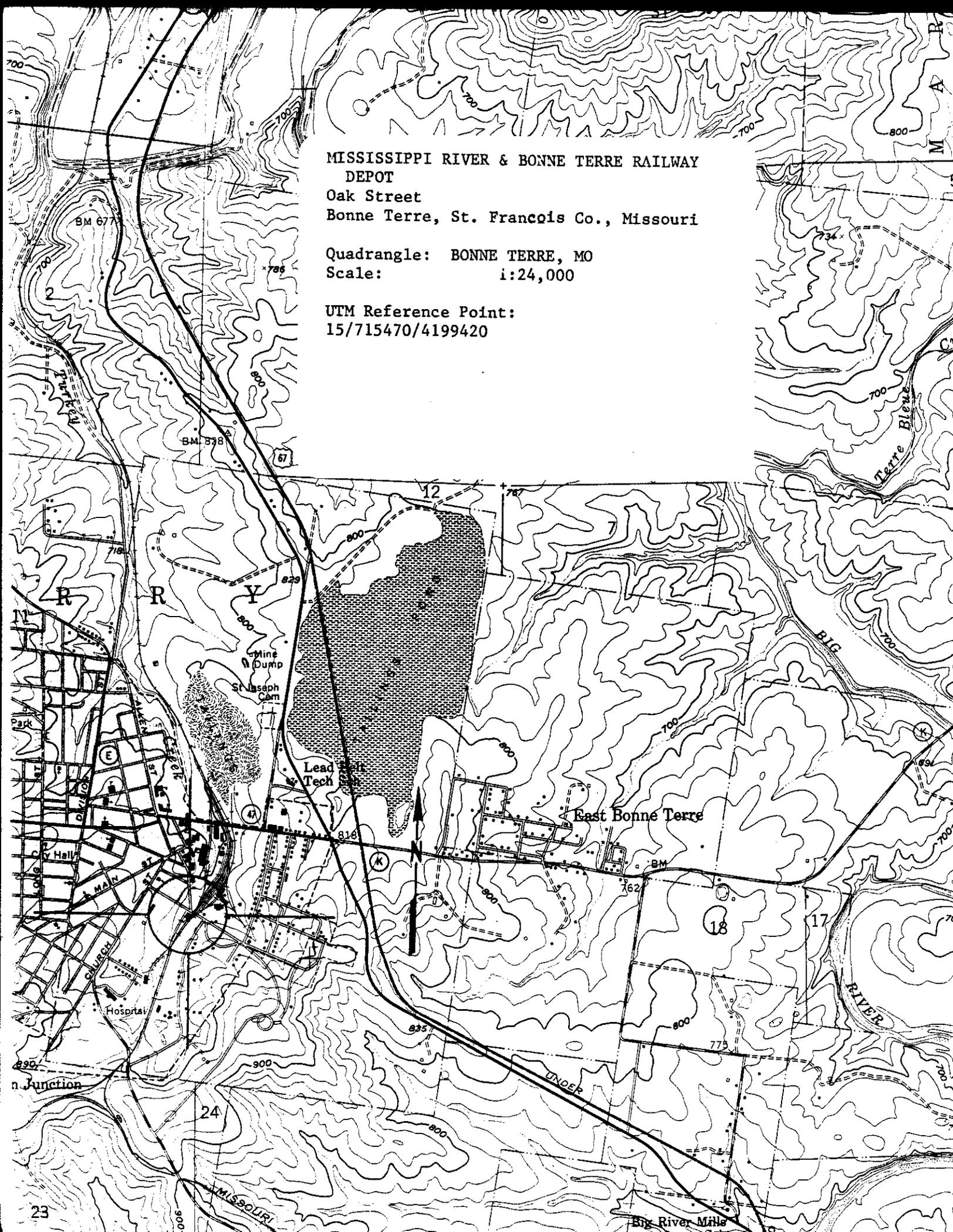
MISSISSIPPI RIVER & BONNE TERRE RAILWAY
DEPOT

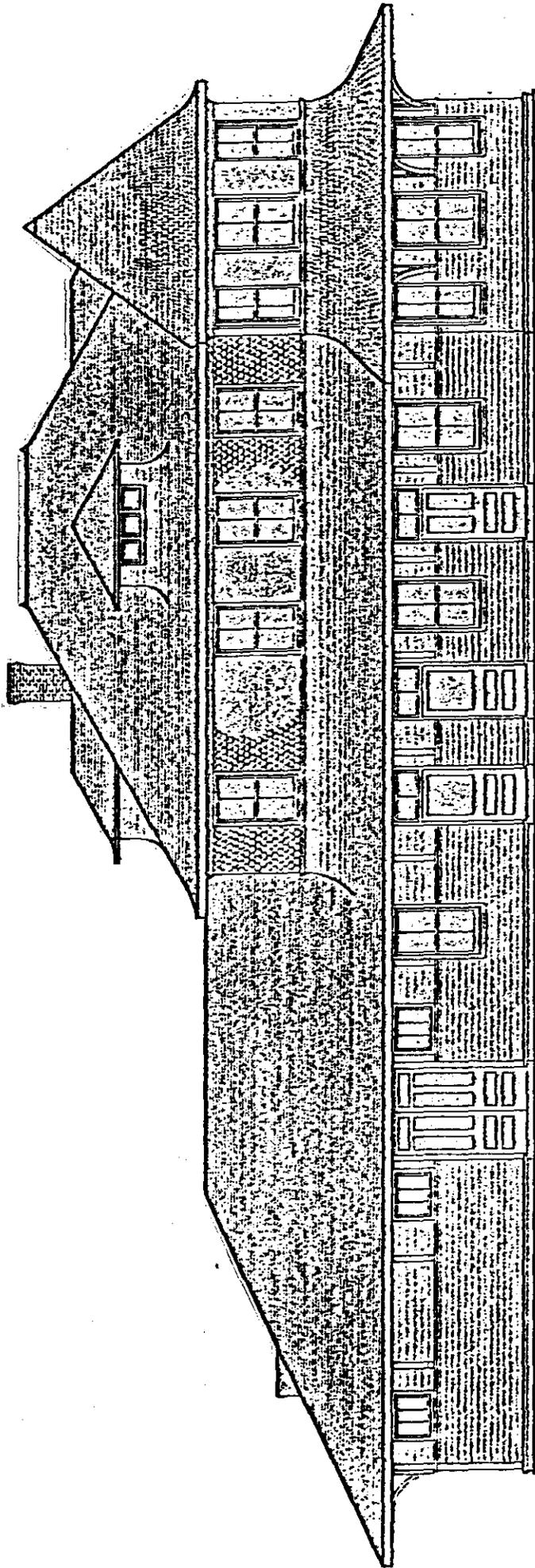
Oak Street
Bonne Terre, St. Francois Co., Missouri

Quadrangle: BONNE TERRE, MO

Scale: 1:24,000

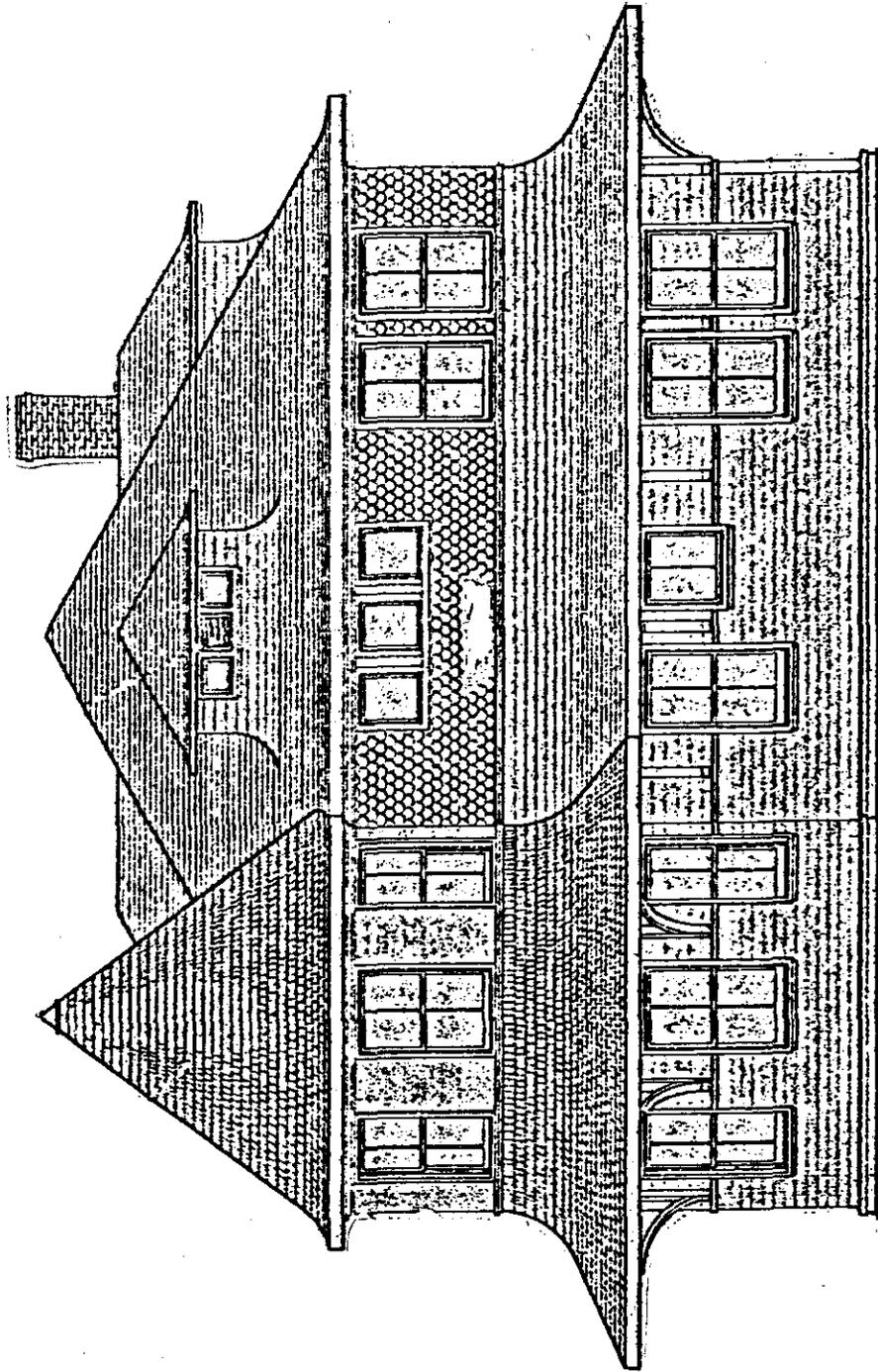
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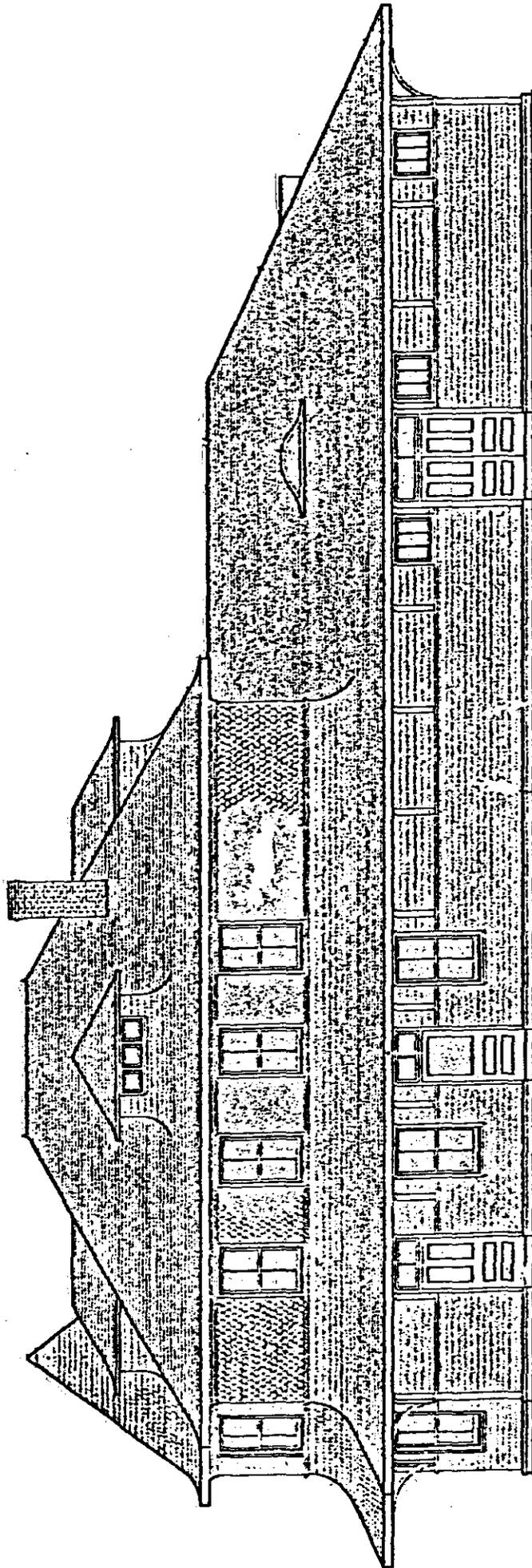
BONNE TERRE DEPOT

PRIMARY ELEVATION



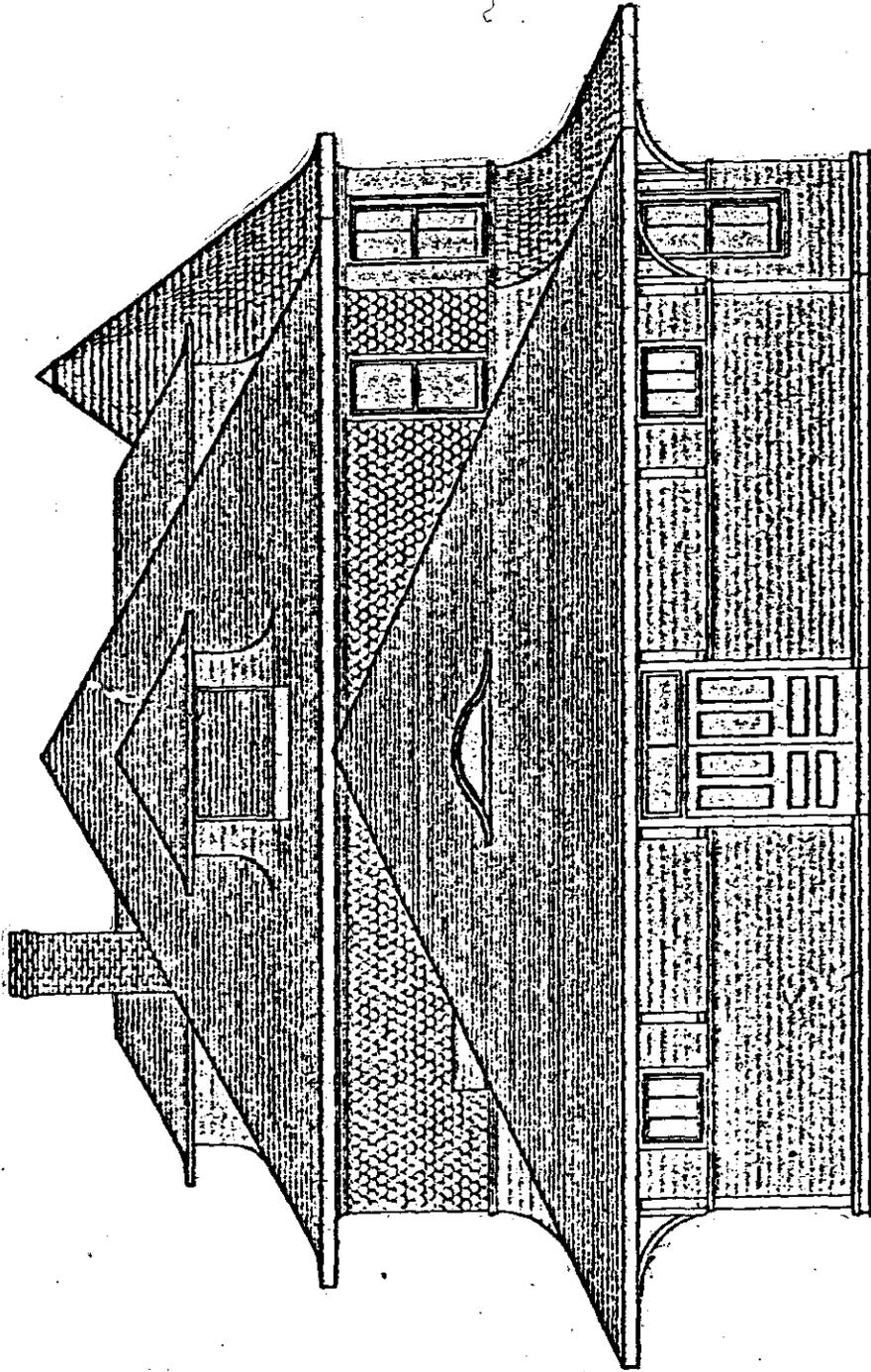
BONNE TERRE DEPOT

NORTHWEST ELEVATION



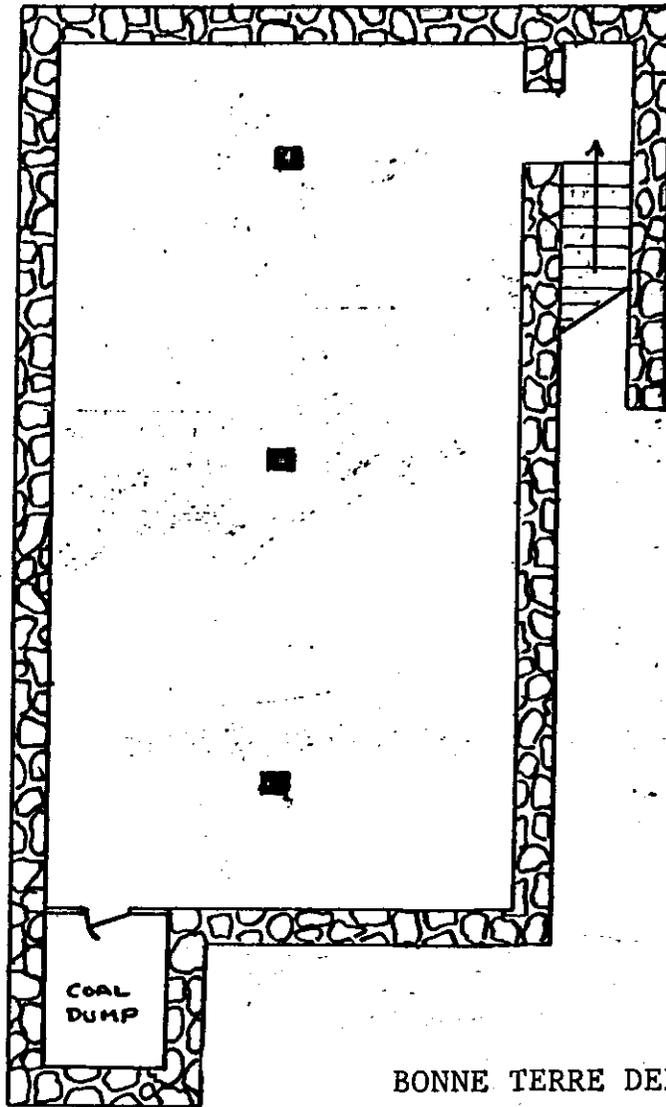
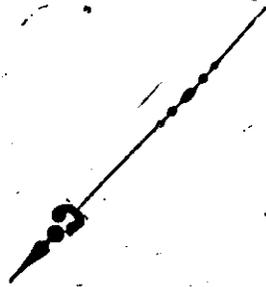
BONNE TERRE DEPOT

SOUTHWEST ELEVATION



BONNE TERRE DEPOT

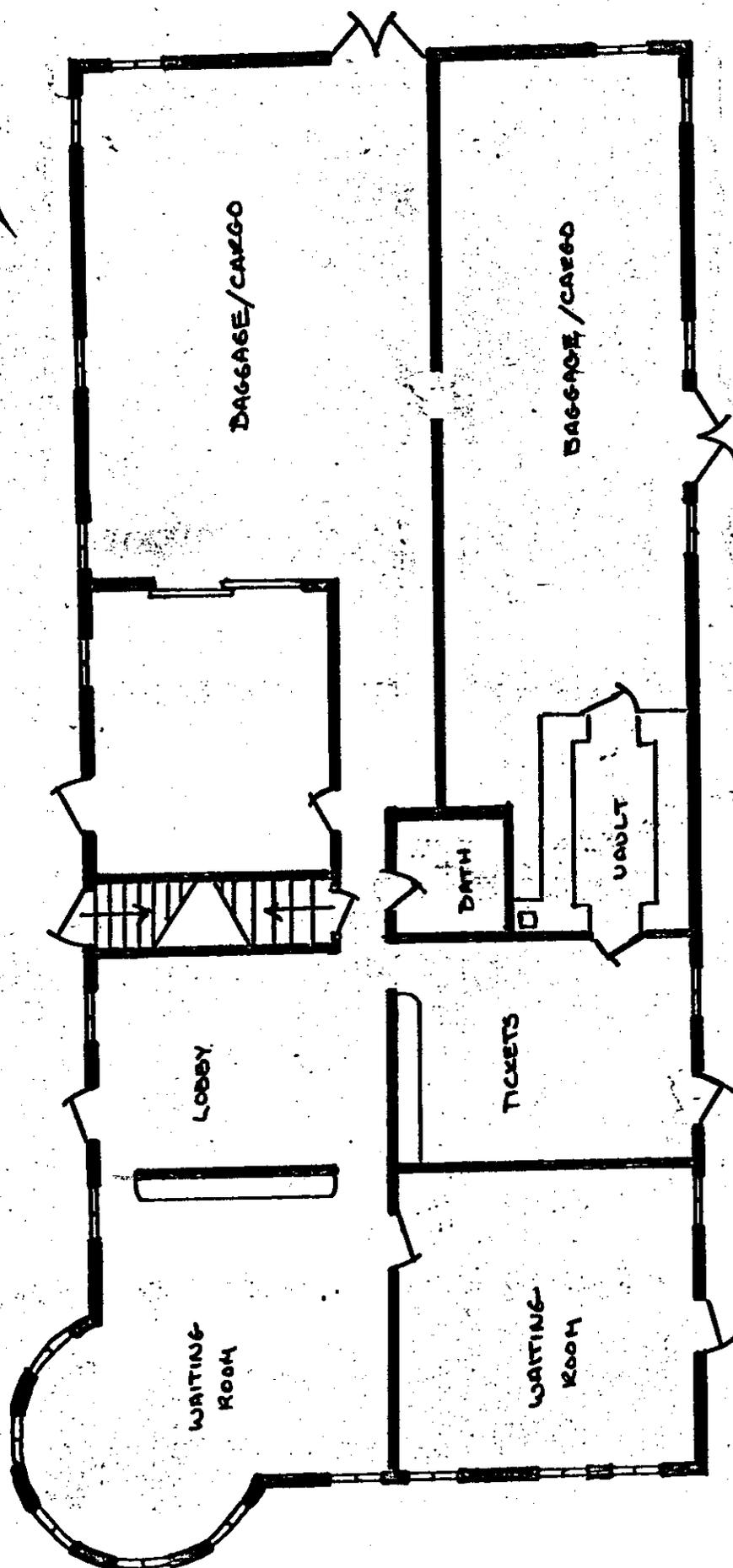
SOUTHEAST ELEVATION



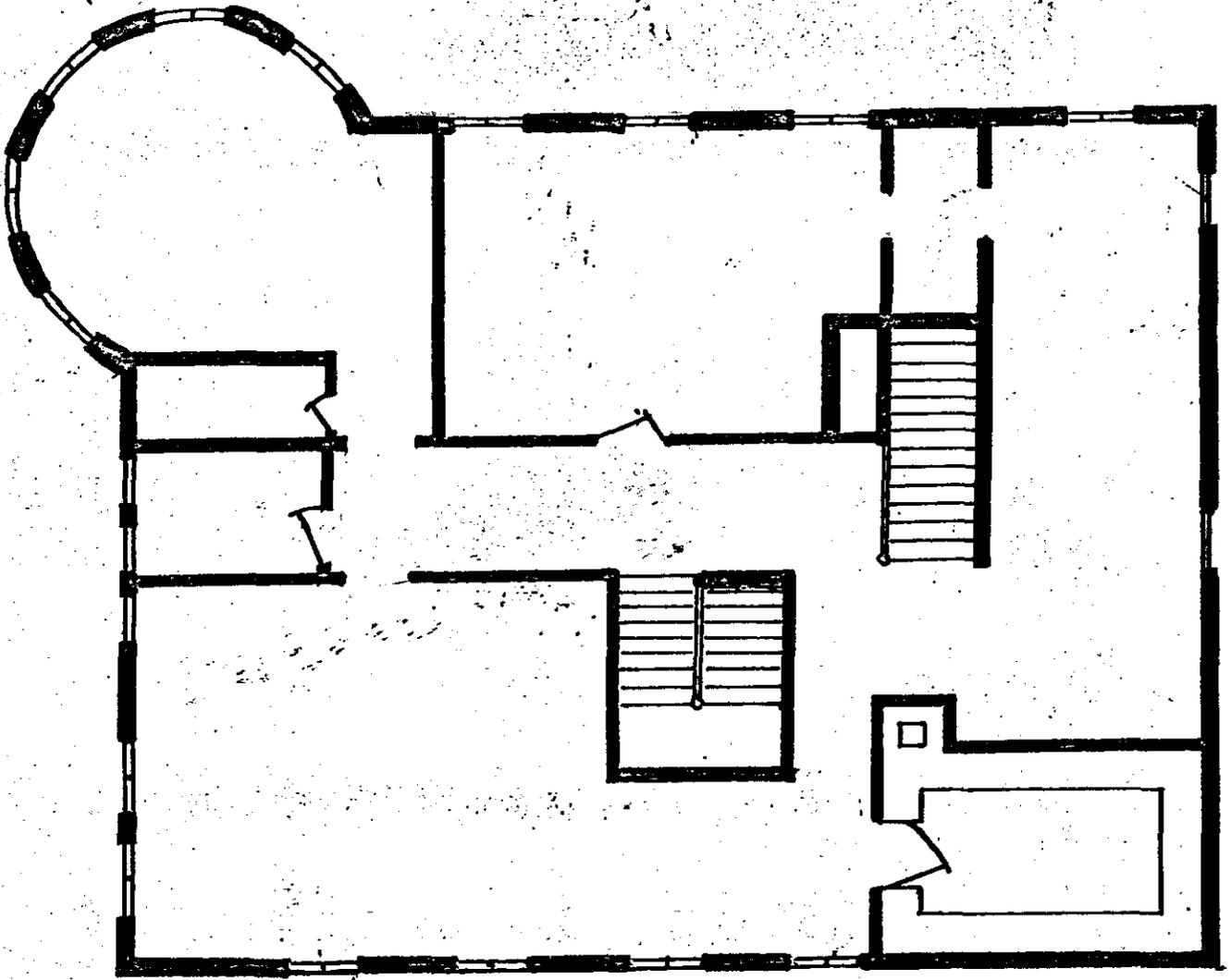
BONNE TERRE DEPOT

Bonne Terre, Missouri

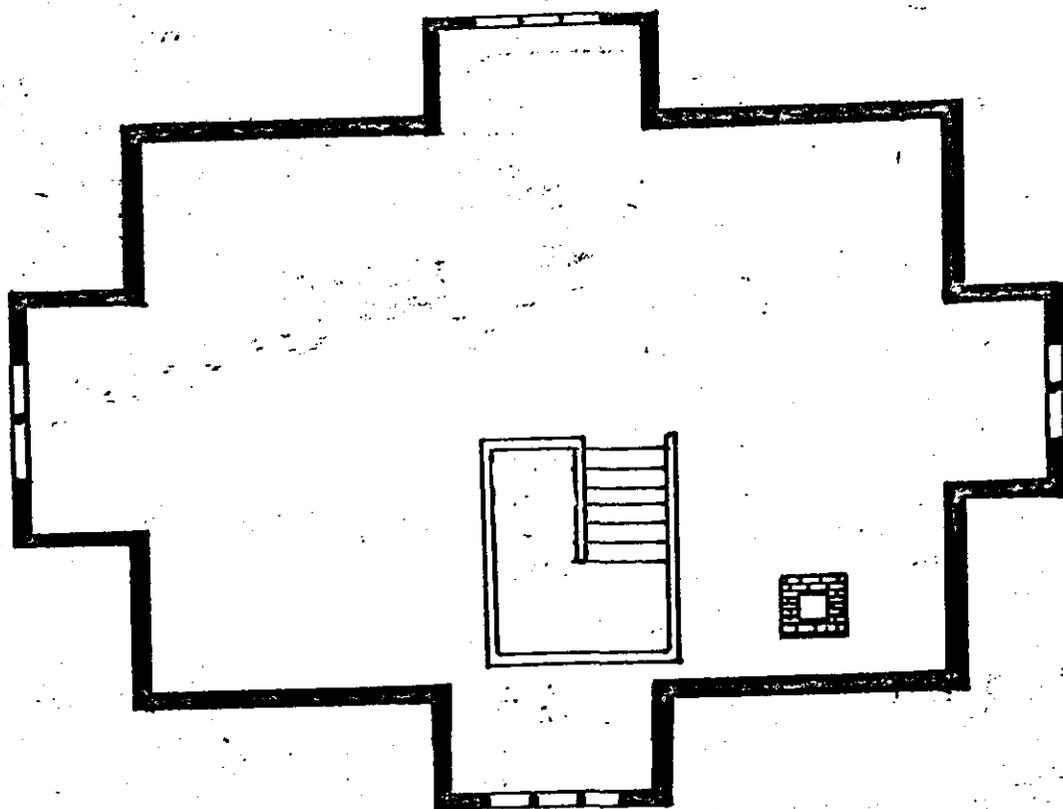
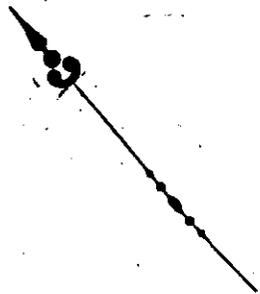
BASEMENT PLAN.



BONNE TERRE DEPOT
Bonne Terre, Missouri
FIRST FLOOR PLAN.



BONNE TERRE DEPOT
Bonne Terre, Missouri
SECOND FLOOR PLAN.



BONNE TERRE DEPOT

Bonne Terre, Missouri

ATTIC PLAN.

BONNE TERRE DEPOT 1 of 9

Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley

DATE: December 10, 1983

NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Primary facade.

1 of 9

BONNE TERRE DEPOT
Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley
DATE: December 10, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

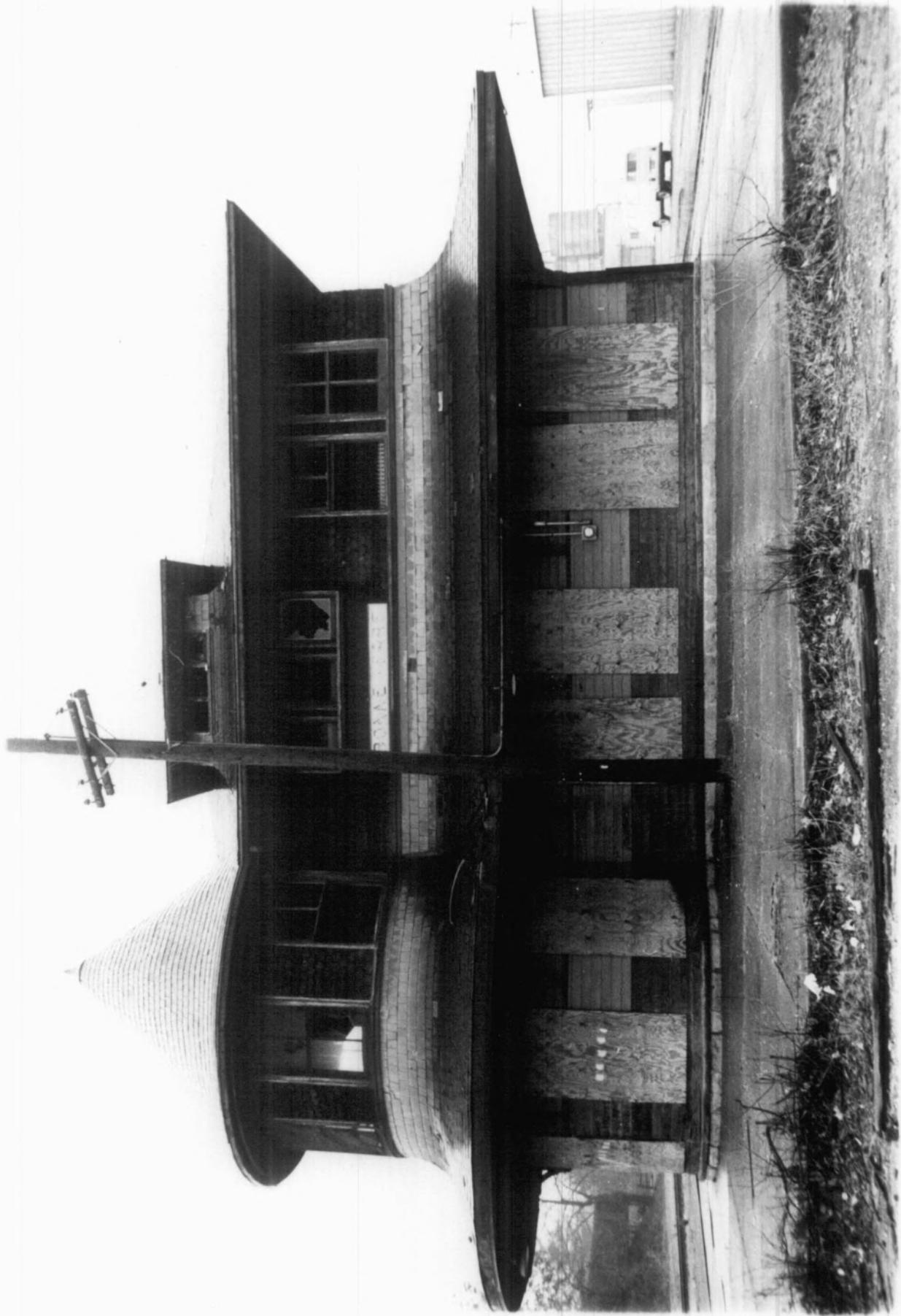
Primary facade.



BONNE TERRE DEPOT
Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley
DATE: December 10, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
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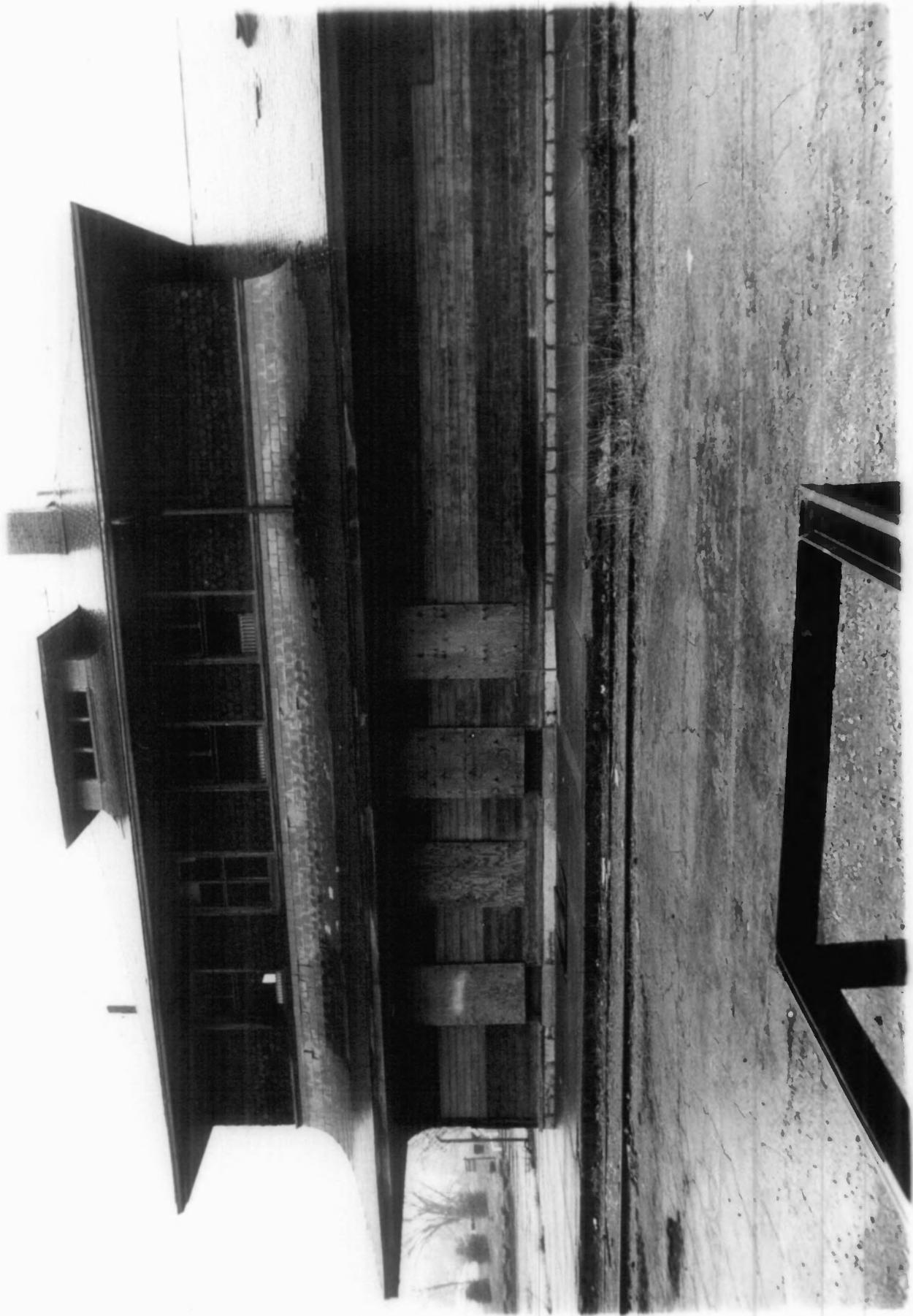
Northwest facade; looking southeast.



BONNE TERRE DEPOT 3 of 9
Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley
DATE: December 10, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Southwest facade; looking northeast.



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BONNE TERRE DEPOT
Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randal Cawley
DATE: December 10, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Southeast facade; looking north.



BONNE TERRE DEPOT
Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley
DATE: December 10, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Detail of veranda and brackets; primary
facade.



BONNE TERRE DEPOT 6 of 9

Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley

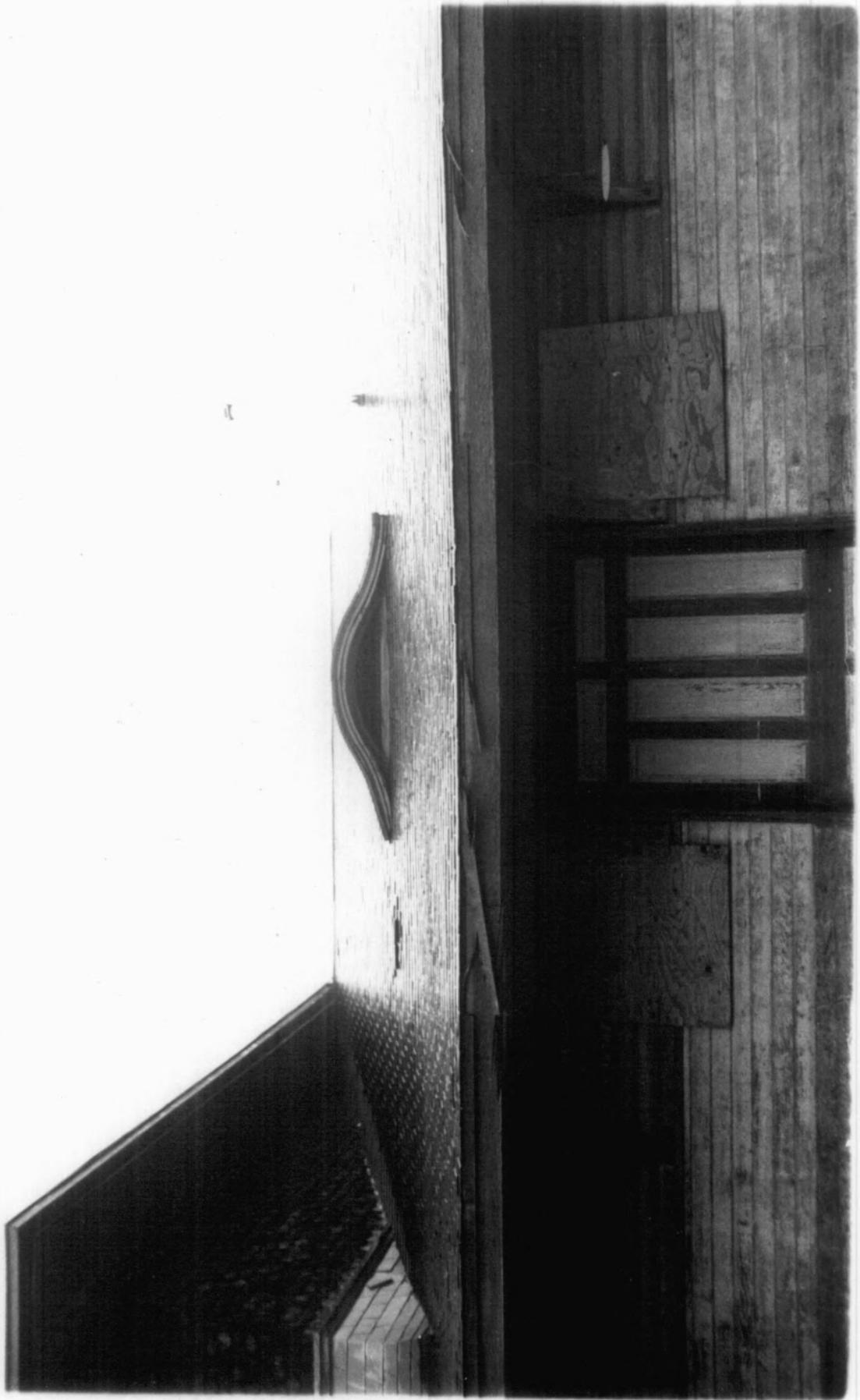
DATE: December 10, 1933

NEG. LOC.: Rodica, Inc.

215 East Main

Flat River, MO 63601

Eye-brow dormer, southwest facade.



BONNE TERRE DEPOT 7 of 9

Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley

DATE: December 10, 1933

NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Interior view; waiting room bay, first
floor.



8 of 9

BONNE TERRE DEPOT

Oak Street, Bonne Terre
St. Francois County, Missouri

PHOTOGRAPHER: Randall Cawley

DATE: December 10, 1983

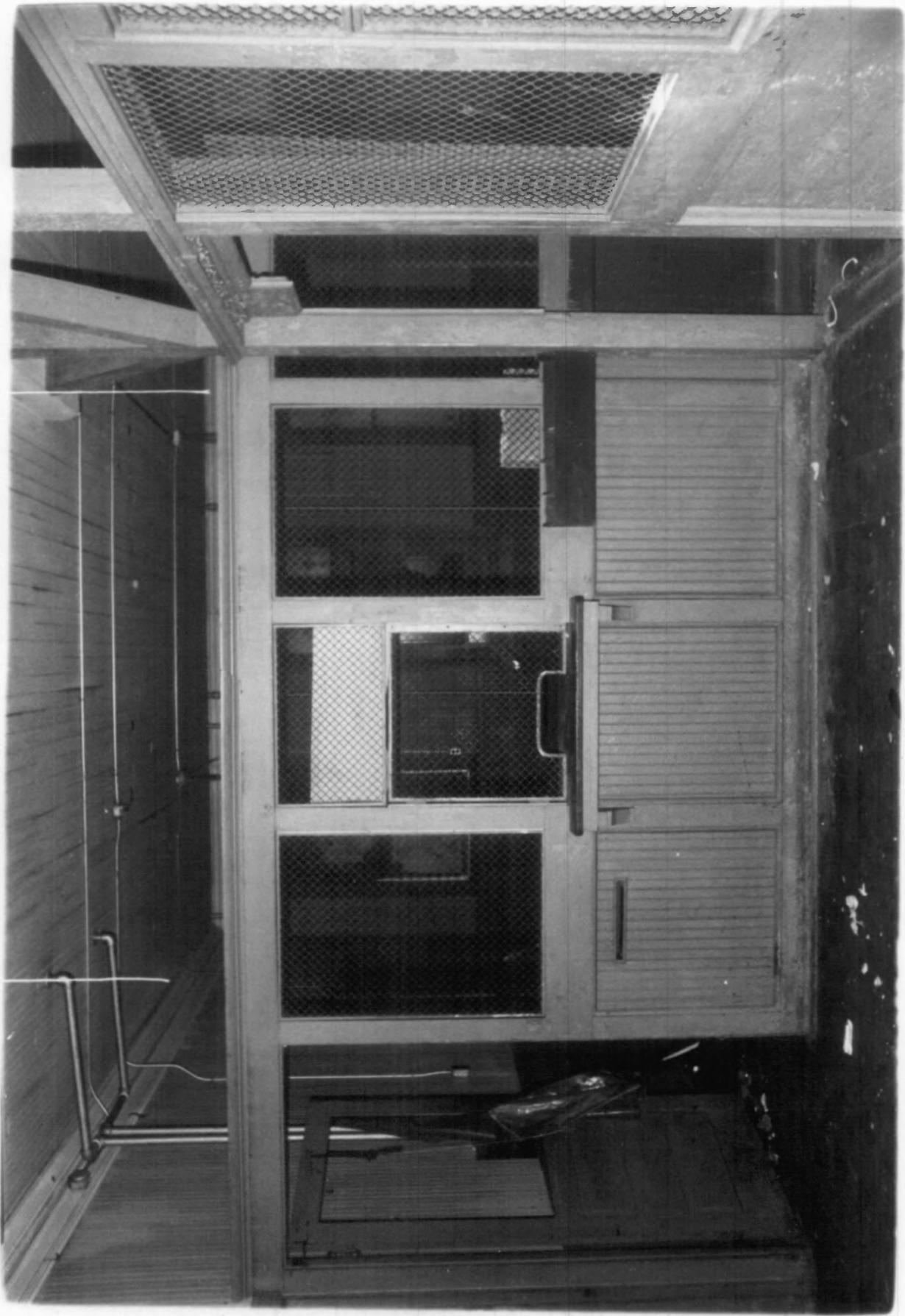
NEG. LOC.:

Rodica, Inc.

215 East Main

Flat River, MO 63601

Interior view; first floor lobby;
showing ticket window.



BONNE TERRE DEPOT 9 of 9
Oak Street, Bonne Terre
St. Francois County, Missouri
PHOTOGRAPHER: Randall Cawley
DATE: December 18, 1983
NEG. LOC.: Rodica, Inc.
215 East Main
Flat River, MO 63601

Interior view of ticket office to the
southeast; showing original safe and
vault entrance.



HERRING-HALL-MARVIN SAFE CO.